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Government  
Publications

# News on the DOT

December  
1959

CV 107

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

*Canada*  
*Transport, Canada*





## *A Christmas Message from the Minister*

*AS WE approach the Yuletide Season and the close of 1959 we may proudly look back to a year of achievement in which every member of the Department of Transport can rightly feel that he or she has contributed towards the continued success of departmental undertakings.*

*Canada is now looking to considerable development in the far north and those members who are manning meteorological, telecommunication, aviation and marine outposts in the north can feel personal pride in that their contribution is materially advancing the possibilities of such development.*

*To each and every member of the large and scattered DOT family, I wish to extend my personal thanks for their efforts in the past year and my best wishes for this Yuletide Season.*

*Ernest Shees.*

## *Greetings from the Deputy*

*LOOKING back over the year just past, we in the Department of Transport can feel a justified sense of satisfaction in having accomplished much in playing a significant part in the story of Canadian growth. Now, at this time, I find myself wishing for the impossible—that, somehow, I could personally shake the hand of every DOT staff member and voice my thanks for a good job well done. Since the 13,000 of us are spread over the length and breadth of this big country of ours, that wish is manifestly impossible of fulfilment. The next best thing is by means of the printed word through our staff publication. To all of you, then, my sincere wishes for a joyous holiday season.*

*J. R. Baldwin*





*D. C. Archibald makes presentation to Dr. Thomson. Photo shows left to right: Mrs. P. D. McTaggart-Cowan, Dr. Samuel Beatty, J. R. Baldwin, Dr. Andrew Thomson, D. C. Archibald, Mrs. Andrew Thomson and A/M Hugh Campbell.*

*Photo by Steinhaur*

## Canada's Weatherman Honoured on Retirement

### New Met Chief Takes Over

Appointment of Patrick Duncan McTaggart-Cowan, M.B.E., as Director of the Meteorological Branch, was announced recently. Mr. McTaggart-Cowan was Associate Director of the Branch and succeeds Dr. Andrew Thomson who retired on superannuation. Earlier in 1959, Mr. McTaggart-Cowan received the highly prized Robert M. Losey award from the Institute of the Aeronautical Sciences "in recognition of outstanding contributions to the science of meteorology as applied to aeronautics."



*The staff of Air Services in headquarters also honoured Canada's weatherman on his retirement. Photo shows A/V/M de Niverville expressing good wishes to Dr. Thomson after the presentation of an Eskimo carving.*

The new Director of the Meteorological Branch played a major part in developing the re-organization plans of the Meteorological Service, particularly with respect to the decentralization of the Public Weather Forecast Service. He likewise has been in charge at head office of all forecasting services.

Mr. McTaggart-Cowan was awarded the M.B.E. in the King's Birthday Honour List of 1943 for his services with R.A.F. Ferry Command. He also received the Coronation Medal. He is a past president of the Canadian Branch of the Royal Meteorological Society, and is a member of the Raleigh Club, Oxford Society, American Meteorological Society, Canadian Association of Physicists, Professional Institute of the Public Service of Canada and the Arctic Circle, and is a fellow of the Arctic Institute of North America.

### Dean of Weathermen Retires

Educationalists, career Civil Servants in the domestic and international fields, top ranking aviators and meteorologists, vied with each other in paying tribute to Dr. Andrew Thomson, retiring Dominion Meteorologist, at a farewell dinner given in his honour recently in the Great Hall of Hart House, University of Toronto. Dr. Thomson was presented with a framed portrait of himself by Campbell, the noted Toronto portrait photographer, which will hang in the Meteorological Headquarters Building on Bloor St., Toronto. This portrait was presented on behalf of the staff and other members of the Department by Deputy Minister John Baldwin. A Brazilian onyx desk set "to enable him to do further writing in meteorological science" was presented to Dr. Thomson by D. C. Archibald, Chief of the Basic Weather Division.

Mrs. Thomson was presented with a bouquet of roses and a small copy of the portrait of Dr. Thomson by the Misses Bernice Hall, Delia Coleman and Hilda Burch. P. D. McTaggart-Cowan, since appointed to succeed Dr. Thomson as Director of Meteorological Branch, presided over the dinner.

Dr. Samuel Beatty, former Chancellor of U. of T., referred to Dr. Thomson as a great goodwill traveller throughout his career. He made a contribution of "goodwill and adjustment throughout the world in the way of

*cont'd on page 5*

### "SAFETY AFLOAT" POPULAR BOOKLET

One of the most popular little booklets in Canada this summer was "Safety Afloat", produced by the Information Services for Marine Regulations. It is a neat condensation of boating rules and regulations formulated in Small Boats Section of Marine Regulations, under Captain Harrison and Captain E. C. Angus.

John Hamilton, Small Boats Operation Officer, has visited most of the boating centres across Canada and has conducted an educational program among yacht clubs and other boating organizations.



# Conferences and Courses

## Basic Weather Inspectors Meet in Toronto

The seventh annual conference of Meteorological Inspectors, Basic Weather Division, was held in Toronto. Representatives from each region and also from three Air Force commands attended.

From the regions came: C. C. Warkentin, Winnipeg; W. Halina, Toronto; J. F. Carmichael, Montreal; E. D. M. Williams, Vancouver; C. G. Milgate, Assistant Inspector, Edmonton; and R. E. Hody, Moncton.

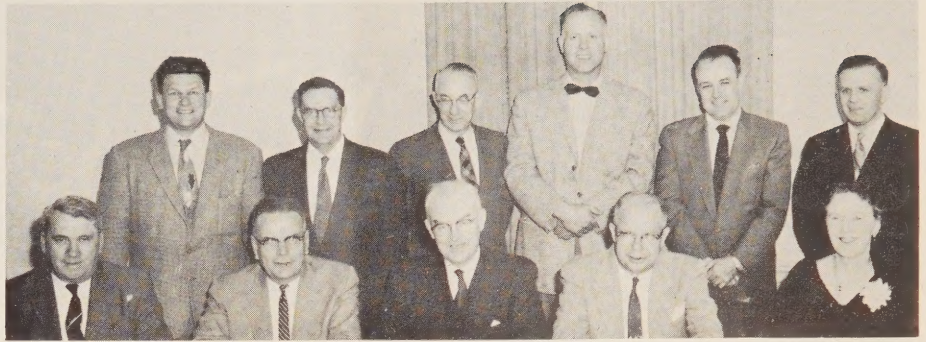
These conferences keep the inspectors up-to-date on meteorological developments and also, through the exchange of ideas in the discussion periods, help to maintain a uniformity in inspection procedures.

## First Ice Observer's Course

Seven Meteorological technicians had a new language introduced to them when they attended the first Ice Observer's Course held at Meteorological Headquarters, Toronto. Now they are among the chosen who can tell a "ropak" from a "stamukha" and who know a "polyna" when they see it. To a layman an ice report might as well be written in Chinese as in "ice language" until he has learned the strange vocabulary.

Ice terminology was one of the many courses given by chief instructor, E. Stasyshyn, to the selected candidates from a Civil Service competition for aerial and shipboard ice reconnaissance and observing duties. They learned that sea ice is comprised of a lot more than "icebergs" and "floes" and discovered that "ropak", "polyna", "stamukha" and other terms clearly define the size, shape, type and even location of various forms of ice met by the Arctic mariner. They learned the meaning of such things as "shore lead", "flaw lead", "brash" and "frazil"; that "polyna" is a sizeable water opening surrounded by pack ice; that Winter ice is a year or less old and only inches thick while Polar ice is heavy, blue-coloured and anywhere up to a dangerous ten feet thick.

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**BASIC WEATHER INSPECTORS ATTEND CONFERENCE**—(Front row l. to r.) C. C. Warkentin, J. A. McPherson, D. C. Archibald, M. N. Monsinger, Mrs. D. Morris. Back row: W. Halina, J. F. Carmichael, E. D. Williams, C. G. Milgate, W. W. Stewart and R. E. Hody.



**COURSE FOR ICE OBSERVERS**—Photo shows instructors and technicians (Front row l. to r.) Instructors: K. G. McLaren, E. Stasyshyn, M. N. Monsinger, P. D. McTaggart-Cowan, D. C. Archibald, T. B. Kilpatrick, and R. G. Moore. (Back Row) E. A. Prozny, A. W. Smith, S. A. Lupack, F. D. Manning, D. Aston, G. F. Flucke, R. G. Rannard.

## Superintendents of Property Management Meet

A conference of Superintendents of Property Management, Airports, was held in Ottawa with headquarters officials, November 2-6, to discuss problems of airport property administration, including terminals and concessions.

These men, appointed within the last year or so for the specialized job of business management at our expanding airports, were drawn from the

ranks of business and property managers, real estate, trust and investment companies.

One of the problems discussed at the conference was the development of existing revenues at airports and finding new sources.

Among officials addressing the group were J. R. K. Main, Director of Civil Aviation and Earle Hickson, Chief of Airport and Property Management.



**Regional Superintendents of Property Management meet in Ottawa**—They are (l. to r.) J. I. Lundy, Toronto; W. J. Faryna, Edmonton; L. B. Gillespie, Winnipeg; T. M. McGrath, Headquarters; J. B. Gourd, Montreal; I. B. Saunders, Moncton and R. C. Hurst, Vancouver.



peace." He had administered the Meteorological Service with ability, leaving encouragement to those who followed.

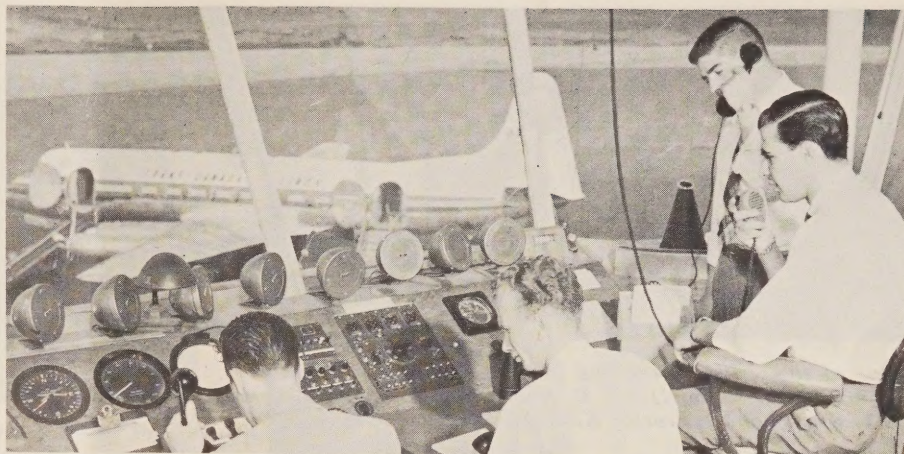
Air Marshal Hugh Campbell, Chief of the Air Staff, praised the Meteorological Service under Dr. Thomson for its contribution to the R.C.A.F. for which he wished to express its heartfelt thanks and appreciation. He did not believe that the Meteorological Service of Canada had received the recognition it deserved.

D. A. Davies, Secretary-General of the World Meteorological Organization, who had flown over from headquarters in Geneva, referred to Dr. Thomson as a distinguished Canadian and a distinguished internationalist. He had ever been held in high esteem and had played an important part in founding W.M.O. He said that the Meteorological Service of Canada under Dr. Thomson was one of the finest meteorological organizations in the world.

J. R. Baldwin, Deputy Minister of Transport, said Dr. Thomson was a great public servant. He spoke of his humor, keen interest, and intellectual life. Under Dr. Thomson, the meteorological service had become of vital importance to the Department of Transport and to the people of Canada. When Dr. Thomson joined the Meteorological Service, its annual budget was counted in the thousands of dollars. Today it was in the millions.

When presenting Dr. Thomson with the desk set on behalf of the staff, D. C. Archibald pointed out that Dr. and Mrs. Thomson had entertained every meteorological officer in their own home. He referred to Dr. Thomson as "one of the Meteorological Greats of the World", and thought that he was one of the most widely travelled meteorologists of all time.

When Dr. Thomson rose to give thanks for the presentations made and the speeches delivered, he was accorded a standing ovation. Dr. Thomson referred to his Met staff as a group of extraordinary enthusiasts and said it had been a pleasure to work with them. He appreciated their loyalty and over the years had enjoyed the happiest relations with all members of the staff.



## The Man in the Tower

(Editorial from *Western Wings* June 1959)

There is a team of unheralded men and women who play a major role in today's traffic in the sky. These unsung heroes—the approach controller at Winnipeg, the radio operator at Snag or the forecaster at Sea Island—each forms a vital link in the chain we call "Air Services".

Rarely in the limelight, his work might even appear monotonous at times. And yet books could be filled with the drama that is part of his everyday job.

Such drama was enacted late one winter at an air base in northern Manitoba. The radio range operator on duty at Clearwater airport was alerted one morning by a tense Mayday message. One hundred miles north, a USAF C-54 was in trouble and the 6-man crew were preparing to abandon. Requesting that they "stand by" he made a hurried telephone call. Within minutes he was able to assure the Skymaster crew that the ice on the numerous lakes in their vicinity was safe to land on, and a short time later the captain reported a smooth landing on Reid Lake. A few hours later the cause of the forced landing had been corrected and the crew with their \$2 million aircraft, were on their way.

Newspapers across the nation gave front page space to the "heroic landing of a huge plane on Northern Lake". But what about our radio operator? Overlooked was the fact that but for the initiative of this "unsung hero" at his humble post, the headlines would have been different.

This is a story of one man. To him and to all members of this service—to "the man in the tower"—WE SALUTE YOU.

## Letter Commends Trent Canal Man

Department of Transport,  
Trent Canal System,

GENTLEMEN:

I would like to bring to your attention, my appreciation for the courtesies and services of one of your department's employees. I refer to Mr. William T. Horsley, Bridge Master, Carrying Place, Ontario.

On the evening of September 30, 1959 I had the misfortune through my own carelessness, of putting a hole in the bottom of my runabout whilst in transit through the Murray Canal. My boat filled with water and capsized within minutes, but I managed to get out to the canal bank although I got thoroughly wet in the process.

I reported the incident to the nearest person on duty who happened to be the before mentioned gentleman. He was most helpful in arranging for assistance to get my boat out of the canal. Additionally, on his own initiative, the next morning he salvaged quite a few pieces of boat equipment such as seat cushions, paddles etc. from the canal and stored them in a safe place.

He would accept no reimbursement for his services which I feel were far beyond what an employee of your department is called upon to do in the nature of his work.

I have travelled by boat on the Trent Canal System at various times during the past two summers, and have always been impressed with the services and courtesy of the men in your department's employ. At this time I wish to express my appreciation for same particularly in the case of Mr. William T. Horsley.

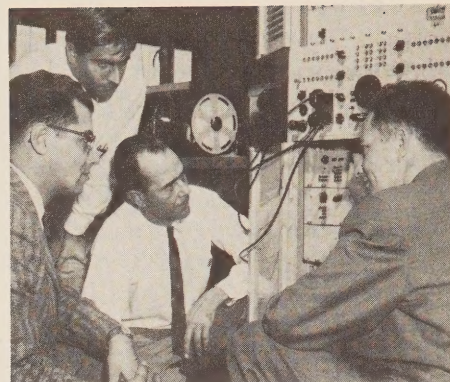
Yours truly,

M. M. GILLESPIE





Some of the technicians taking ELMUX course in class with the instructor: (l. to r.)—D. B. Ritcey, T. Stewart, T. G. Campbell, R. J. Wilcox and instructor K. P. Zurwaski.



ELMUX—Chief Instructor, K. P. Zurwaski, explains some features of the new ELMUX equipment to technicians D. P. Royer, R. Mackie and A. M. Rosenthal.

## TELECOM ADOPTS "ELECTRIC BRAIN"

An "electronic brain" is soon to be in operation at DOT aeradio stations in the Arctic which will considerably reduce radio teletype communication errors caused by atmospheric disturbances. DOT engineers, J. R. MacKay, D. J. Dewar and B. J. McIntyre have been researching to find a system which would allay transmitting difficulties peculiar to the north, causing delays beyond the control of operations. They found their answer in ELMUX, an electronic radio teletype transmission system which is capable of catching most of the errors.

The new teletype error correcting and channelizing equipment will be installed at eight stations in the north. Supplied by Siemens Halske of Germany, the Department of Transport is the first Canadian organization to adopt the system which the engineers state will reduce errors from one in 300 to one in 10,000 characters.

### Technicians Take "Elmux" Course

Because of the great complexity of the equipment and because new techniques are employed, a course on the maintenance and operation of ELMUX was given to 14 radio technicians from several regions in Canada. The course was held at the new science building at Carleton University, Ottawa, September 8 to 25, the first such training course to be given on the continent.

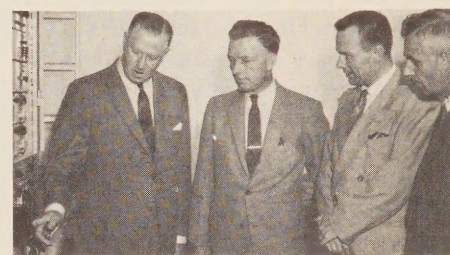
Radio technicians who took the ELMUX course were: W. A. Stunden,

A. M. Rosenthal, Winnipeg; D. P. Royer, T. G. Campbell, Edmonton; H. H. McLean, W. A. Mosher, Moncton; R. Fuchs, Churchill; W. J. Strong, Gander; H. M. Murphy, R. MacKie, Montreal; F. H. Fitch, G. C. Brooks, C. P. Salter, Ottawa; D. B. Ritcey, Goose Bay; and R. J. Wilcox, Cambridge Bay.

The chief instructor was K. P. Zurwaski of Munich, Germany, W. M. Marshall of Radio Aids, Telecommunications, was in charge of training.

### DOT Takes Over R.C.C.S. Stations

DOT formally took over the services of the Northwest Territories and Yukon Radio System from the Royal Canadian Corps of Signals at an impressive ceremony on November 6. Col. Edmund T. Munro of Calgary, representing the General Officer Com-



J. R. Foster, Vice-President, Ahearn and Soper, discusses some technical points of new error correcting equipment with DOT Radio engineers, E. F. Porter, Engineer in Charge of Maintenance Operation; E. T. English, and J. R. MacKay.

manding Western Command, presented a silver transmitting key to J. H. Williamson, Regional Director of Air Services.

The system comprises 19 radio stations between Edmonton and the Arctic coast and between Hudson Bay in the east and the Alaska boundary on the west.



In the photo (from l. to r.) Col. E. T. Munro presents transmitting key to J. H. Williamson. Looking on are Major

R. A. McLeod, Lt. Col. D. Grant, D. J. Dewar, Regional R.A.E. and G. E. Bean, O.I.C., Aeradio Station, Yellowknife.





**LOOKING OVER THE SUPPLIES**—Jim Brambley of Prince Albert, Sask., Officer in Charge of the Joint Canadian-U.S. Weather Station at Eureka, N.W.T., is seen aboard a barge from CGS "d'Iberville", looking at the cargo it is bringing ashore from the icebreaker. In the background is Eureka, including business district, residential area, suburbs and park lands. It is only 750 miles from the North Pole.



**"I READ YOU LOUD AND CLEAR"**—Radio operators at the Department of Transport Telecommunications building at Resolute Bay, Cornwallis Island, are seen at their positions. In the photo are,

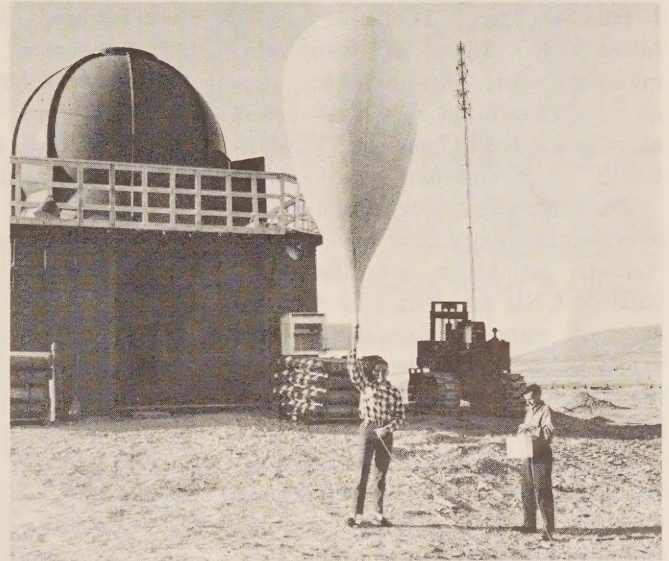
from left, Ron Taggart, of Fort Erie; Ira Freedman, Hudson Bay, Sask.; Nick Evanoff, Timmins; Eric Carlson, Officer in Charge, and Bill Lesyk, both of Winnipeg.



**A RUGGED CREW**—This is the staff of Canadian-U.S. Weather Station at Eureka, Ellesmere Island. In the photograph are, front row from left: Joe E. Taylor, Fort William; Jack O'Reilly, Gander; Ellis Campbell, Denver, Col.; Ralph R. Hardy, Washington, D.C. Back row: First Mate A. Lavoie and Capt. C. A. Caron

of C.G.S. d'Iberville; Gus Johannson, Fort William; Eugene Brawley, Hannibal, Mo.; Bill Crouch, Birmingham, Ala.; Galen Olsen, Medford, Wis.; Gunnar Ilzins, Toronto; Ben Tifenbach, Vancouver; and Jim Brambley, Prince Albert, Officer in Charge of the station.

## DAYS OF GREAT ACTIVITY ON ARCTIC SHORES WHEN DOT SHIPS ARRIVE



**SKY-HIGH INFORMATION TEAM**—Art Moody and Bob Grauman, of the DOT Meteorological staff at the Canadian-U.S. Joint Weather Station at Resolute Bay prepare to release a rawinsonde-carrying balloon. Instruments inside their domed quarters will track the balloon and, from the "box o' tricks" it carries will derive information on weather conditions at various altitudes.



**MUSIC MAKER**—of Resolute Bay is Bill Letange, power house operator at DOT Ionosphere Station, seen here beside the fancy hi-fi player unit he built for himself. Bill comes from Renfrew, Ont. Musically, his tastes run from Long Hair to Jump'n Jive.



## Transport Featured in First Youth Career Information Centre at C.N.E.

Do I have to be a college graduate? What about training? How much am I paid to start? Is there a good future in it? These, and many other questions, were answered every day at the "Careers in Aviation" centre at this year's Canadian National Exhibition in Toronto.

The centre, first of what is expected to be a continuing part of the Canadian National Exhibition, was the brain-child of CNE directors who felt that a youth career information centre would be in keeping with the aim of the CNE—to inform, as well as entertain, the public.

Co-operating in the endeavour were the Toronto Telegram, which looked after display and publicity, and the Ontario Department of Education, which provided experienced guidance personnel to co-ordinate and direct the activities of personnel staffing the centre.

This being the fiftieth anniversary of flight in Canada, careers in aviation were featured. Some twenty-two airline companies, manufacturing companies, and other agencies, including the Department of Transport, were invited to staff information desks to provide information on the various careers in their respective organiza-

tions, as well as the qualifications required for entry.

Transport's representatives at the centre, Charlie Warren, Art Johnson, and Reg Schroeter, of Headquarters staff, feel that not only was this an excellent opportunity for young people to learn about careers in Department of Transport Air Services but that, in addition, the general public have become better informed about the important responsibilities and functions of the Department's Air Services.



Dr. Tom How, Assistant Director General, Air Services (L) has sample of centre's

literature shown him by Charlie Warren, while Art Johnson looks on.

## Fire Prevention Certificates Awarded



**FIRE PREVENTION AWARD PRESENTATION**—Photo shows: R. E. St. John, Regional Superintendent, Airports; J. R. Wright, Fire Prevention Committee Chairman; C. Everard, Lieut. in charge of Department of Transport Fire Fighters, Lakehead Airport; E. Niemi and R. Antoniuk, fire fighters; Chief Lockwood of Fort William Fire Department; W. E. Fenn, R.D.A.S.; Airport Manager, H. S. Round and members of Lakehead Department of Transport Fire Prevention Committee: W. Wright, Civil Aviation; S. Sumner, Telecommunications; R. H. Bridgman, Meteorology; E. Archer, Construction and F. Ginter, A.T.C. tower.

Two airports in the Toronto region, Ottawa and Windsor, and one in Winnipeg region, Lakehead Airport, were presented with awards in the International Fire Prevention Contest.

J. Armstrong, Airport Manager at Windsor and R. A. Joberty, Manager, Ottawa Airport, were presented with the award by W. White, District Fire Prevention Officer. He congratulated

the airport managers on their excellent effort and they were given a letter of commendation from the Minister of Transport. W. E. Fenn, Regional Director, Air Services, Winnipeg, presented the award to H. S. Round, Airport Manager at Lakehead. Chief Lockwood of the Fort William Fire Department attended the ceremony.

*Ice Observer's Course—cont'd from page 4*

The students also learned how to use these words to make up their radio reports for the man who draws the chart. The navigators need to know "ice language" to make use of the information. Charts are transmitted by radio facsimile broadcasting equipment and are made up from information obtained by the DOT's "ice men".

Other courses given in the six-week training period included a history of Arctic explorations and operations; climatology of the Gulf of St. Lawrence and Newfoundland Coast; radiotelephony; airmanship; survival and personnel matters.



W. H. White, Toronto District Fire Prevention Officer (R) presents Fire Prevention Award Certificate to J. Armstrong, Airport Manager, Windsor Airport. L. Deacon is on left.



# DOT ICE OBSERVER PLANE, ICEBREAKER BRING LOST FIRE-STRICKEN FREIGHTER SAFELY TO PORT

Department of Transport personnel played a part in a drama equal to any television thriller when the Norwegian ship "*Vingnes*", badly damaged by fire that killed a crew member, was left helpless and lost in Hudson Bay late in August.

Had the vessel not been located by a Department ice reconnaissance aircraft and escorted to Churchill by the Department icebreaker, C.G.S. "*Ernest Lapointe*", she probably would have run aground or been lost in unsounded waters on the west coast of the bay. Her radio had been silenced, her navigating equipment burned and her steering gear rendered almost useless.

The blaze, believed to have started in the cabin of the chief steward, who lost his life, wiped out most of the cabin accommodation, as well as the officers' salon, ship's office, radio room, chart room, wheelhouse and one lifeboat. Also heavily damaged were the engine room, funnel casing, ventilators, "monkey island" superstructure, boat deck woodwork, deck officers' accommodation and a lifeboat.

Capt. Myrnmann of the "*Vingnes*" said the fire broke out when the ship was off Mansel Island, at the entrance to Hudson Bay. A young Norwegian lady passenger, asleep in the cabin adjoining the chief steward's, wakened and, rushing through the door, tripped and tumbled through the flames, down a companionway to a lower deck. Her fall, from which she escaped without serious injury, was believed to have saved her life. No one else in the ship's company suffered injury.

After the fire was put under control by the crew, the captain attempted to navigate with only a makeshift steering gear and with no other chart than an ordinary map in an old atlas. He had no navigation instruments. Radio messages could be received but none sent. Two days later he was about 100 miles from Churchill, but by then was completely lost and heading toward dangerous waters.

## FEARED FOR SHIP

First word that the vessel might be in trouble came to the Department of Transport at Churchill when agents of the ship's owners reported she was two days overdue and had not responded to radio calls.

Capt. E. L. Kelso, the Department's Ice Information Officer at Churchill, immediately obtained authority from Ottawa headquarters to make a flight in the Department's ice reconnaissance aircraft, along the steamer track across Hudson Bay. At the same time, a similar flight was begun out of Frobisher Bay, along the Hudson Strait shipping lane, scheduled to meet Capt. Kelso over Nottingham Island.

At about 8.45 a.m. on August 21, the "*Vingnes*" was sighted by Capt. Kelso, 30 miles off the steamer track, stopped and obviously in trouble. When the aircraft came within sight, the ship sent up three red distress rockets. Capt. Kelso notified Churchill authorities and, while the



Captain E. L. Kelso



Captain Robert Marchand

aircraft circled to determine the ship's condition, the Transport Department icebreaker *Ernest Lapointe*, commanded by Capt. Robert Marchand, put out to the rescue from Churchill at full speed.

Without a radio transmitter, the stricken ship's captain spelled out messages with paint on the canvas tops of the cargo hatches, while Capt. Kelso and his crew circled overhead.

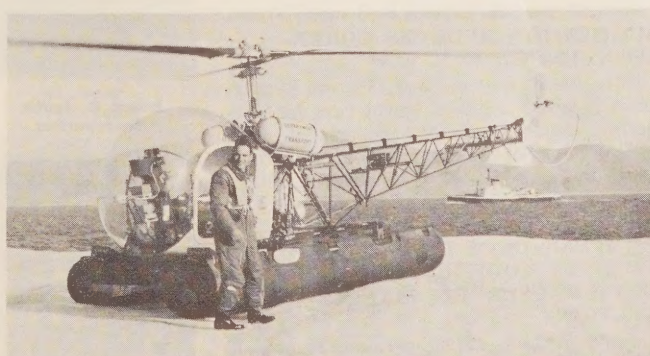
"Tug only . . . We Listen 500 Kcs" . . . "Need no med help" informed the aircraft that, with help coming, the ship was out of danger.

The Norwegian flag at half mast aft was mute evidence of the grim ordeal the vessel's crew had undergone.

The aircraft flew in the vicinity of the ship until C.G.S. "*Ernest Lapointe*" steamed alongside. The "*Vingnes*", able to move at a very slow speed, followed the other ship to Churchill.

On August 30, funeral service was held for the dead Norwegian sailor at the Canadian Legion Hall at Churchill. In the meantime, sufficient repairs were made to the "*Vingnes*" to enable her to be sailed back to Norway for overhaul.

Capt. Myrnmann was loud in his praise of the speed with which assistance was provided as soon as his vessel's plight became a cause of concern.



ON TOP OF O'L FROSTY is DOT helicopter pilot, Douglas Pinhey of Ottawa, seen on top of a floating ice island in Eureka Sound. In the background is the Department's icebreaker CGS "d'Iberville", steaming north with supplies for the Joint Weather Station at Eureka, Ellesmere Island.



## SUGGESTION AWARD REPORTS

### JACK WYATT WINS \$500

JACK WYATT, OIC, Radio Regulations Engineer Laboratory won one of the highest awards, \$500, in the Suggestion Award Plan. This was his second award this year. His suggestion stemmed from his experience in the Arctic where he was posted as technician at ionosphere station, Clyde River, for two years, then eight summers in charge of construction at ionosphere stations Fort Chimo, Baker Lake and Resolute. He had visited most of the Eastern Arctic.

He suggested a new method of preparing annual requisitions for groceries for departmental isolated messes, to prevent carry-over and subsequent spoilage of surplus foods.

### IMPROVED METHOD OF ISSUING SEAMEN'S DISCHARGE BOOKS

J. O. L. GAUTHIER, principal clerk, Nautical Division, received a cheque for \$135.00 for his suggested change in the method of issuing seamen's continuous discharge books which eliminates the practice of printing long lists of seamen for reference purposes.

### PURCHASING ORDER PROCEDURE SIMPLIFIED

J. N. SWAN, accountant, Headquarters, received \$50.00 for his suggestion that instructions be issued that it is not necessary to copy all the details of emergency purchases from invoices to requisition.

### ONE DOCUMENT REPLACES MANY OTHERS

ERNEST C. SMITH, inspector, Steamship Inspection, Headquarters, suggested a standard form be printed for ship's masters to report the service time of marine engineers at sea. One document filled out replaces several others previously required from many sources.

### FILE SERIES SIMPLIFIED

JOHN CLETUS RYAN, Records, received \$17 for a suggestion that eliminated 1824 file series and also ratings handled on 18-files.

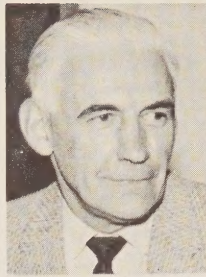
### SUGGESTION REDUCES CORRESPONDENCE

Mrs. M. B. LEECH, clerk, Marine Regulations received a ladies' travel case for suggesting that a small form be printed "with compliments of the Department of Transport" to be used instead of covering letters when mailing publications.

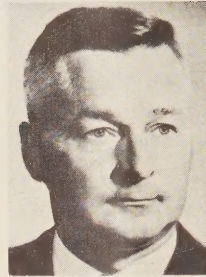
### COMPLAINTS OF DISTORTION OVERCOME IN MODIFICATION TO TRANSMITTER USED ON MARINE COAST STATIONS

C. L. KNOCK, radio operator, Yarmouth, N.S., received a cash award of \$29.00 for a suggested modification to RCE & E., type 19-6 transmitter used on some marine coast stations for ship to shore duplex operation to overcome complaint of distortion, shallow signals and high noise levels.

## WINNERS



Jack Wyatt,  
Headquarters



James O. Martin,  
Clear Creek, Ont.



J. O. L. Gauthier,  
Headquarters,  
Nautical



J. Octave Girard,  
Montreal Airport



J. N. Swan,  
Headquarters,  
Finance



Lloyd G. Nelson,  
Radio Regs.,  
Montreal



Ernest C. Smith,  
Headquarters



Mrs. M. E. Warren,  
Winnipeg Stores



John C. Ryan,  
Headquarters  
Records



Leslie Driver,  
Winnipeg Air Tower

### J. O. MARTIN, CLEAR CREEK, ONT., WITH TEN AWARDS, SETS RECORD IN CIVIL SERVICE

JAMES O. MARTIN, O.I.C., Clear Creek Aeradio Station, has received three more cash awards for suggestions. He has already won five awards in kind and two cash awards. This time the awards were \$20 each. The suggestions were: (1) the replacement of perforated Process-Verbal log sheets on radio operating positions by an economical unperforated newsprint type of roll; (2) a more efficient method of distributing circulars from the Regional Office to field establishments; (3) that field sites be required to record registered and parcel post items only and not each individual stamp used on government mail.

### MONTREAL HAS FIRST TRIPLE WINNER

J. OCTAVE GIRARD, clerk at Montreal Airport, received three cheques at the same time for three separate suggestions. His first award brought him \$77.50 for a suggestion which centralizes Air Services freight operations. His second suggestion, the establishment of a wharf office in Montreal, won him \$55.00. The third one, which was for the establishment of a freight traffic committee re northern shipments, won him \$50.00.

### SUGGESTION MODIFIES TRANSMITTER

LYNDD G. NELSON, radio inspector, Montreal, received a travalarm clock for a suggestion relating to modification in RCE-T-19-6 transmitters to remove excessively high inductive surges of voltage.

### WINNIPEG AWARD TO IMPROVE TELEPHONE PROCEDURE

Mrs. M. E. WARREN, Winnipeg Stores, chose a tourist camp stove for the suggestion she made: Personnel identify themselves and sections before commencing enquires or conversations on office telephone.

### ALTITUDE FOR PLANES RAISED ON RED AIRWAY

LESLIE DRIVER, Winnipeg Air Tower, received a portable electric drill for suggesting that the minimum enroute altitude on Red Airway 26, Moose Jaw to Regina, be raised from 3000' to 3300' in order to provide required clearance.

### TWO AWARDS FOR SASKATOON

ROY CUSHWAY, Air Traffic Controller, Saskatoon, received his third suggestion award recently, a set of bathroom scales, for an idea which eliminates Flight Progress reports on reverse side of traffic control clearance pads.

CHARLES E. WALSH, radio technician, Saskatoon, received two suggestion awards within a month, his third altogether. The first one was an electric alarm clock for a suggestion which reduces the unserviceability time of radio equipment by utilizing a new electronic rectifier tube.

His other suggestion netted him a cash award of \$180.00 for a simplified method of listing telecommunications equipment and radio hand tools on annual inventory.



## FIFTH AWARD FOR R. G. STARK OF MET., EDMONTON

R. G. STARK, Edmonton, won a brief case for his fifth suggestion. He suggested that in Aircraft Accident Reports the serial number be put on each page of the report, front and back, to avoid errors when several are being prepared at the same time.

## TORONTO SUGGESTION EXPEDITES LEASES

CHARLES CRYER, accountant at Malton Airport, was awarded \$75.00 for suggesting a more expeditious procedure for processing leases.

## BREAKDOWN IN CONSTRUCTION FILES

A. E. WEICHEL, engineer, construction, received a pen and pencil set for suggesting a breakdown of Construction Branch files in order to segregate various branch phases from actual construction material.

## TO PLANT EVERGREENS AS WINDBREAK

H. BROCKINGTON, airport maintenance foreman, Uplands, suggested that evergreens be planted at airports to act as windbreaks to prevent soil erosion and eliminate the necessity of buying them for winter runway markers.

## RADIO CALLING PROCEDURE IMPROVED

F. W. TROW, radio operation, Sterling Radio Range, was presented with a portable electric drill for suggesting that the word "Amis" be included in the proper calling procedure so that operators will not listen on the wrong circuit.

## FIRST AWARD IN SAULT STE. MARIE

HAROLD GINGRAS, canalman, was presented with a cheque for \$27.60 for suggesting that a chain saw be used instead of a hand saw to cut the ice from the entrance to the canal in the spring.

## THREE AWARDS IN TRENT CANAL

H. STEEN, equipment operator, won a cash award of \$25.00. He designed and built an efficient lifting frame for the removal of wagon valves in canal operations.

F. TOBEY, ship's carpenter, chose a set of bathroom scales as his award for suggested improvements in the method of manufacturing water-gauges which are used extensively throughout the Trent Canals system.

C. T. TREW received an electric drill for a device which provides for a simple and safer method of testing air tanks on the gates of a lift lock.

## MONITOR SYSTEM OF DUAL I.L.S. LOCALIZER MODIFIED

M. R. JENSEN, radio technician, Vancouver, was awarded \$60.00 for a suggestion which involved modification to the monitor system of the dual I.L.S. localizer installation at Vancouver.

## SIGN PRINTED IN ESKIMO

WALTER E. A. SADLER, Air Traffic Controller, Goose Bay, received a portable electric drill for suggesting that the sign "No smoking in this area" be printed in Eskimo for posting at northern stations.



S. G. Maxner,  
Halifax



Ray Cushway,  
Saskatoon



R. G. Stark receives his fifth award, a briefcase, at a presentation ceremony attended by the Director of Meteorological Branch, Dr. Andrew Thomson, (since retired) (left) D. W. Smith, Regional Meteorologist, and H. J. Williamson, R.D.A.S.



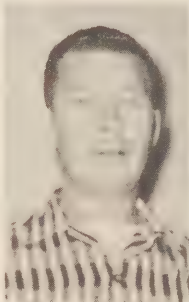
Charles E. Walsh,  
Saskatoon



E. A. Sadler,  
A.T.C., Goose Bay



A. E. Weichel, Construction Branch, Toronto, with R. A. Bradley and S. S. Foley, Regional Director, Air Services (since retired).



F. W. Trow,  
Sterling Radio Range



F. Tobey,  
Trent Canal



Charles Cryer, Malton Airport, receives award from Ron Harris, Airport Manager.



C. T. Trew,  
Trent Canal



H. Steen,  
Trent Canal



Photo shows (L) to (R) D. A. McIntyre and H. Brockington. H. Brockington receives award from D. A. McIntyre.



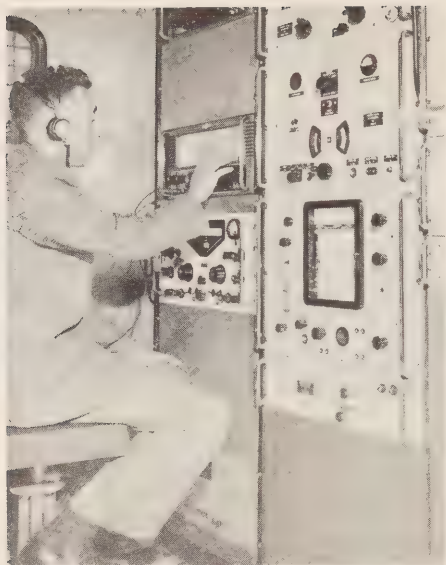
Mrs. M. B. Leech,  
Headquarters



Charles L. Knock,  
Yarmouth, N.S.

cont'd on page 12





*Ted Groves, who designed the mobile monitoring station, is demonstrating the use of equipment which is to be used to police the airwaves especially in places where the fixed monitoring stations are out of range.*

*Suggestion Awards—cont'd from page 11*

#### **ANTENNA OF GLIDE PATH EQUIPMENT MODIFIED TO KEEP FREE OF ICE**

A. M. BOUSKA, radio technician, Edmonton, received \$26.50 cash award for a suggested modification to the antenna heater circuit on the RCA glide path equipment in order to keep the antenna free of ice during sleet, freezing rain or hoar frost conditions.

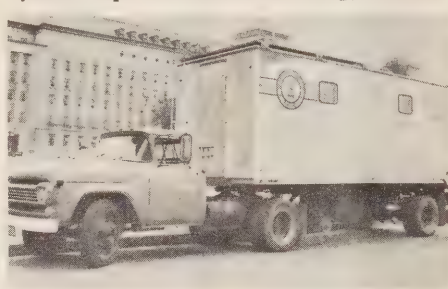
#### **TWO AWARDS FOR THE SAME SUGGESTION IN QUEBEC, P.Q.**

J. A. MAHEUX, chief signals clerk, Quebec, won a cash award of \$175.00 and also a bonus award of \$100.00 during the special blitz campaign last year for a non-technical suggestion with third greatest monetary savings. He suggested that it was no longer necessary for Collector of Customs at various ports in the Gulf of St. Lawrence to send a collect telegram to the marine reporting office at Quebec, containing particulars regarding ships departures. This is now sent by letter direct to Lloyd's Agents who require this information.



*J. A. Maheux, Quebec, receives award. Photo shows (from left to right) J. Bernier, E. Kaine, A. Hamel, Jeannine Noel, P. Bertrand, J. A. Maheux, M. Belanger and Armand Lessard.*

*The "Monster" evoked much curiosity when it was on view for a week in front of the Supreme Court Building, Ottawa.*



## **CLOSER POLICING OF AIRWAVES WITH MOBILE UNIT**

A closer check over all types of radio transmissions in Canada will be maintained with the advent of the new mobile monitoring station developed by DOT telecommunications engineers.

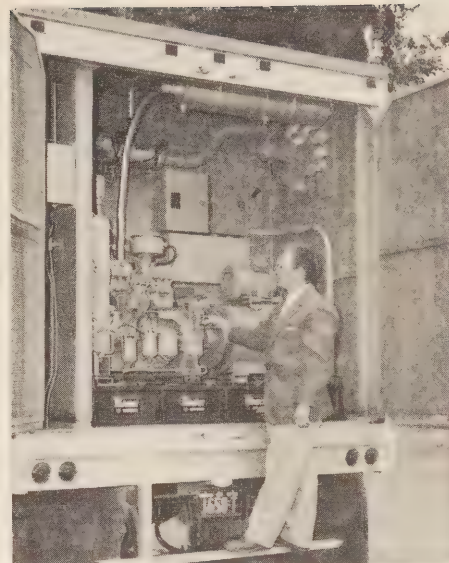
The new unit, an electronic laboratory on wheels, was designed by Ted Groves, radio regulations engineer, to supplement the eight fixed stations across Canada. It will be able to get within range of stations not heard by the fixed monitoring units providing the Department with a comprehensive coverage of the congested airwaves.

Several nice features of the mobile monitoring station make it pleasant to work in. It is air conditioned and insulated, enabling a two man crew to work comfortably even when outside temperatures are as hot as 90 degrees or as cold as 30 below. The diesel-operated power generator compartment at the rear is soundproofed, to shield the crew and anyone else within range from unnecessary and distracting noises.

The first stop of the "monster" as it is affectionately called by the engineers who worked on it, was at the Institute of Radio Engineers Conference, Toronto, where it was on display October 8 and 9, with E. Leaver, Officer in Charge and Mr. Groves.

#### **SUGGESTION FROM HALIFAX IMPROVES EFFICIENCY OF SHIP TO SHORE COMMUNICATION**

S. G. MAXNER, radio technician, Halifax, chose a travalarm clock as his award for a suggestion to connect telephone landlines direct to the marine operator in the telephone company in lieu of through the Halifax operator of the company.

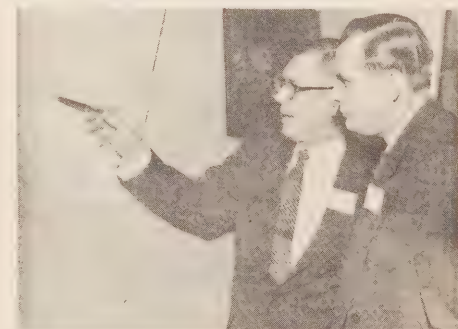


*E. Leaver, Officer in Charge of the mobile unit, shows the power and heat supply in the sound proof enclosure at the rear. From there it went to the monitoring station at Strathburn, to iron out some difficulties in the station itself. It will then tour Ontario and Quebec.*

## **H. M. Wilson Guest Speaker at Flying Club**

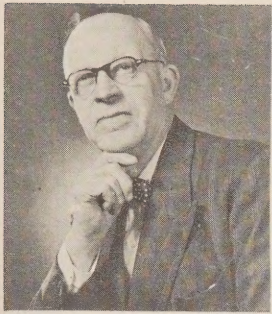
H. M. Wilson, Regional Controller, Civil Aviation, Toronto, was guest speaker at a banquet held by the Waterloo-Wellington Flying Club to celebrate Canada's 50th anniversary of powered flight. The guests included members of the Airport Commission and the directors and members of the Flying Club.

Mr. Wilson emphasized the importance of aviation to the community and said that the Waterloo-Wellington Airport could be an important aviation centre. All those connected with aviation were urged to co-operate for the good of aviation as a whole, and the advancement of the community.

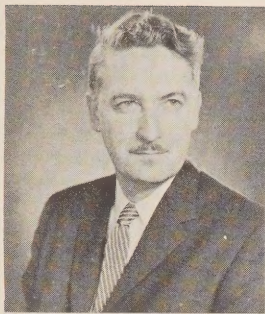


*James Gibson (left) President, Waterloo Flying Club and H. M. Wilson, R.C.C.A.*





Capt. E. S. Brand



Dr. Tom G. How



I. B. Saunders



D. Glen



H. Cameron

## Executive Appointments

### Capt. E. S. Brand Heads New Marine Branch

Captain Eric S. Brand, Executive Director of the Canadian Maritime Commission, has been appointed Director of the new Marine Operations Branch of Marine Services. A native of Ipswich, England, he is a graduate of the famous H.M.C. "Conway" training ship for Merchant Navy Officers and the Royal Naval College at Dartmouth. He was a Captain of the Royal Navy.

In World War II, he was Naval Staff Officer with the R.C.N. at Ottawa, and was responsible for the Naval Control Service in Canada and North America which included organizing merchant ships in convoys, the routing of shipping and dealing with Merchant Navy personnel.

In recognition of his war services, Captain Brand was awarded the Order of the British Empire (O.B.E.), the Legion Merit (degree of Commander) of the United States, the Red Cross Medal of Sweden and the Legion of Honour of France.

### D. P. Glen New Regional Director at Toronto

Promotion of David Paul Glen, Regional Controller of Civil Aviation at Winnipeg, to the position of Regional Director of Air Services, Toronto, was announced recently. Mr. Glen succeeds S. S. Foley who recently retired on superannuation.

Mr. Glen was born in Glasgow, Scotland in 1906 and came to Canada in 1911. He was raised and educated in Russell, Manitoba, and graduated from the Technical Course of Aeronautical Engineering in Kansas City

In July, 1943, Mr. Glen joined the Department as an assistant Inspector at Winnipeg and was transferred to Headquarters in Ottawa in September, 1949. In October, 1951 he was promoted to District Superintendent, Airways, Winnipeg and Regional Controller of Civil Aviation in 1958.

He holds a valid air transport pilot's license and has to his credit 9,000 hours of accident-free flying time.

### I. B. Saunders, Moncton Supt. Property Management

The promotion of I. B. Saunders to Regional Superintendent of Property Management, Moncton, has been announced. A native of Greenspond, Bonavista Bay, Newfoundland, he assumed his new duties August 24.

Mr. Saunders went to Moncton from Gander, Newfoundland, where he had served as buildings supervisor for DOT at Gander International Airport since January 1, 1952.

The new Regional DOT official is a veteran of the Second World War in which he served with the British Army.

### H. Cameron Heads Continental Aviation Met.

Hugh Cameron has been appointed Superintendent of Continental Aviation Weather Services of the Meteorological Branch. A graduate of the University of Saskatchewan in 1937, Mr. Cameron entered the Meteorological Service of Canada in 1938 and in the following 12 years served at aviation and public weather offices at Regina, Claresholm, Lethbridge, Whitehorse, Edmonton and Winnipeg. In 1950, Mr. Cameron moved to the new Central Analysis Office, then located in Ottawa.

His duties involved participation at atomic trials in the United States and in Australia. In 1958, he officially visited the various NATO Meteorological Formation Headquarters in Europe, and co-ordinated Canadian Army requirements for weather services.

In his recent appointment, Mr. Cameron will be working closely with Canadian and United States airline companies and their representatives and will be responsible for organizing and supervising the weather services for aviation in Canada.

### Dr. T. G. How Assistant Director General

Dr. T. G. How, Regional Director of Air Services, Vancouver, has been appointed Assistant Director General, Air Services, at Headquarters, effective August 1. He succeeds Ray W. Goodwin under the Department's executive development program in which senior officers receive special training on a rotating basis.

The appointment is for two years, during which time Dr. How will assist the Director General, Air Services, A/V/M A. de Niverville, in policy planning, co-ordination of services and represent him on high level committees and at international organizations.

Dr. How has been Regional Director of Air Services at Vancouver since 1954. He is a graduate of the University of British Columbia and of Purdue University, Lafayette, Indiana. He was on the staff of Purdue when he joined the Department of Transport's Meteorological Branch in 1939. In 1950, Dr. How was appointed District Controller at Edmonton and in August, 1954, assumed the same position in Vancouver.



## RETIREMENTS



### Nautical Division Honours Capt. Johnson

The retirement on superannuation of one of the most colorful individuals of the Department took place on August 25, when Captain George Lionel Johnson, Assistant Chief of the Nautical Division, received the good wishes of his colleagues and friends. Presentation took place in the Hunter Building, with Deputy Minister J. R. Baldwin and Captain F. S. Slocombe, Chief of the Division, officiating.

Commencing his seafaring career as a midshipman at the age of 16 when he joined the Clan Line Steamers operating out of Glasgow, George Lionel Johnson had rapid promotions and on the outbreak of World War I held his Master's Certificate with the China Navigation Co. operating in Chinese waters. During World War I he was attached to H.M. Transport service and received meritorious recognition in the theatre of operations around Mesopotamia and East Africa.

Coming to Canada in 1941, Captain Johnson was appointed Regional Director of Merchant Seamen at Montreal and helped to organize a Manning Pool for Merchant Seamen at the old Place Viger hotel.

In 1942 he was transferred to Vancouver where he organized a Merchant Seamen manning pool and was in charge of merchant seamen manpower problems on the West Coast.

In 1946, Captain Johnson was appointed Director of Merchant Sea-

**A SMILING SEND OFF**—Capt. G. L. C. Johnson received a well filled wallet from his co-workers at a retirement presentation. Photo shows Captain and Mrs. Johnson; J. R. Baldwin, Deputy Minister and Captain F. S. Slocombe, Chief of Nautical Services.

men in Ottawa until the operations of the wartime Merchant Seamen Branch came to an end. He was then appointed Assistant to the Chief of Nautical Division of Marine Services.

With his wide knowledge of merchant seamen problems, Captain Johnson was appointed a member of the Merchant Seamen Compensation Board; attended the International Labour Organization (I.L.O.) Conference in Seattle, in 1946 as one of the Canadian delegates; attended as Canadian delegate, the I.L.O. Preparatory Technical Conference at London in 1956; and headed the Canadian delegation to the I.L.O. meeting in Geneva in 1958.



**T. Stewart, Head Clerk in Steamship Inspection Branch** received a lounge chair from his co-workers on the occasion of his retirement. Shown in the photo are left to right: Alan Cumyn, Director, Mrs. Stewart and Mr. Stewart.

### Sam Foley Honoured at Farewell Party

Samuel Strang Foley, Regional Director, Air Services, Toronto, and a pioneer in Canadian aviation was feted by his many friends and co-workers on the occasion of his retirement, July 31.

G. E. McDowell, Regional Radio Aviation Engineer, made the opening speech and presented Mr. Foley with an Admiral portable T.V. set. Mrs. Foley was presented with a bouquet of roses by Mrs. Chase and a roto broiler and rotisserie by F. T. Hughes, Superintendent of Airways. D. A. McDougall from Headquarters represented the Director General, Air Services, who was unable to be present and W. A. Blacklock represented Personnel.



W. Fordyce, Administration Officer, reviewed Mr. Foley's career in aviation. He spoke of his work in the Department in World War II when he was responsible for the selection and development of aerodromes in southern airways (Toronto region) used in the British Commonwealth Air Training Scheme for which he was awarded the M.B.E. He was the district inspector at the time, having joined the Department in 1936 at Winnipeg as an assistant inspector.

Like many of the aviation "old timers", Mr. Foley had his first fling at flying in the First World War in the Royal Air Force. From 1929 to 1936 he was Instructor-Manager of the Hamilton Flying Club.

During the twenty years Sam was with the Department, he held positions at Headquarters, Hamilton, Moncton, where he was District Controller since 1945 and Toronto since 1950.





Members of the Prince Rupert Agency staff attended a farewell party for J. W. Webster, engineer of the "Alberni" on

## Farewell Party for Engineer, J. W. Webster

John W. Webster, Chief Engineer of "Alberni" 27 years with Marine Agency in Prince Rupert, was honoured by his friends and co-workers at a party on the eve of his retirement. N. A. Beketov, District Marine Agent, presented him with a movie camera and Mrs. Beketov presented Mrs. Webster with roses. The master of ceremonies was Charles Hackett.

During his long career with the Department, "Jock" Webster has

the occasion of his retirement. The front row shows Mrs. Beketov; N. A. Beketov, Marine Agent; Mrs. Webster; J. W.

been a lighthouse keeper at Boat Bluff, Egg Island, and Ivory Island. In 1943, he was appointed to the "Alberni" as second engineer and took over the post of Chief Engineer 12 years ago.

Born in Aberdeen, Scotland, Mr. Webster married there, one year before coming to Prince Rupert. They have three married daughters, Margaret, Isabel and Noon.

So very pleasant are the memories of Prince Rupert, "Jock" is planning to remain there to enjoy many more years of happiness.

Webster; Mrs. Thom; Captain J. Thom of the Alberni and O. Giske, of the "Katherine B". Photo by J. R. Wrathall

## Halifax Radio Inspector Had 44 Years Service

A presentation to S. A. McLean, Inspector-in-Charge, Radio Regulations, Halifax, marked the end of 44 years of government service. Sandy joined the R.N.C.V.R. in August, 1915, where he served until the end of hostilities in November, 1918. During the ensuing years until 1935, he served on the C.G.S. "Stanley", "Lady Laurier", "Aranmore", "Montcalm" and at Belle Isle, St. Paul Island, Chebucto Head, Yarmouth and Canso.

In 1935, Sandy transferred to Halifax as radio inspector and later went to Saint John and Moncton, N.B. In 1957 he became inspector in charge at Halifax.

Many letters and telegrams came to Sandy McLean to wish him many happy leisurely years.

## H. Kirk, 20 Years in Aeradio

A purse of \$150 was presented to H. Kirk of the London Airport by H. Gloster, O.I.C., London Aeradio Station, on the occasion of his retirement. He had been with the Department for almost 20 years, serving at many aeradio stations in the Toronto region and at Port Harrison, P.Q.



Photo shows (L. to R.) M. Lawson, L. Stewart, H. Gloster, V. Howard, F. Noble and H. Kirk.

## Newfoundlander Ends Long Marine Career

Members of the staff of the Steamship Inspection Office, St. John's, Newfoundland, held a presentation party for Alfred LeValliant on the occasion of his retirement. His many friends and co-workers wished him a long and happy retirement and presented him with a pair of binoculars. A personal message from the Director, A. Cumyn, was read, expressing appreciation for his long and faithful service and good wishes for happiness on his retirement.

Mr. LeValliant's active life has been spent in the service of Newfoundland.

In 1942, he was appointed Boiler and Ship Surveyor to the Newfoundland Government and on Confederation joined the Steamship Inspection Service of the Department, later becoming Senior Inspector.



Sandy McLean (L) receives the good wishes of Hamery Lane at the presentation of farewell gifts to him on the occasion of his retirement.



## DOT'S Prominent in RA



Photo shows Hon. George Hees signing an RA membership form with DOT personnel looking on. (From L. to R.) Fred Tomka, RA rep. for DOT., D. E. DeBow, Chief of Training and Welfare and a former Director of DOTRA, Mr. Hees and J. Roy Baxter, Vice-President of RA.



WINNING BALL TEAM—(Back Row L. to R.) K. Rankin, Manager, John Mason, Gale Wilson, Paul Desjardins, Maynard Hurd, Jerry Comtois, Sam Blondin, Coach. Front Row: Bruce Bracken, Lou Brunette, Graydon Marcellus, Bill MacDonald, Tommy Gormon, Bob Mason. Missing from photo: Don Bertrand, George Pelletier, Harold Charters, Rod Rickards.  
Public Works Photo

### Opening of New RA Centre

October 23, the official opening day of the W. Clifford Clark Memorial Recreation Centre by the Prime Minister, was a proud day for J. R. Baxter, Director of Administration and Personnel. Vice-President, in charge of revenue and chairman of the sub committee which arranged the furnishings for the new centre, Roy Baxter has been associated with the RA since it started sixteen years ago, a past president and on the board of directors several terms. He has seen a dream come true in this building, one of the most modern and finest recreation centres on the continent. Built by contributions from the RA members and a loan from the government, the activities organized in the million dollar centre will provide pleasant hours of leisure for Ottawa's civil servants. Besides the modern sports facilities, the comfortable lounges with their pleasant colorful decor will attract members for leisurely chats.

### Fred Tomka Has Record in Recruiting RA Members

Fred Tomka, Personnel Air, has also made a name in RA by establishing a record for recruiting members, winning first prize last year in the membership campaign, and third prize, \$50.00 this year. He topped his cam-

paign by inviting the Minister, Hon. George Hees, to join. An active sportsman, and sympathetic to such an organization, the Minister willingly accepted the invitation.

### DOTRA Ball Team Wins RA Trophy

The Department of Transport is proud of its ball team Number One which won the RA men's softball championship of Ottawa. Managed by Keith Rankin and coached by Sam Blondin, the team won 17 games out of 20 played. The final games were played at R.C.A.F. station, Rockcliffe, under the lights, on October 5 and 9, DOT winning the first game 10-9 and the second 15-7.

To liven the interest during the season, a five dollar prize was put up by the management for the player who hit the first five home runs. This was won by Lou Brunette, who hit a grand total of eleven home runs.

A grand slam in softball! The same team is now hoping for a clean sweep in broomball.

Ron M. Smith who won the C.P. Edwards trophy at DOTRA tournament is an overseas operator with Canadian Overseas Telecommunication Corporation, a crown company under the Ministry of Transport. He crossed Canada with the Royal Party during the Queen's visit as senior operator handling the corporation's facilities on direct circuits over the trans-Atlantic cable.

### Ron Smith from C.O.T.C. Wins Golf Trophy

Top golfer in the Department of Transport's tenth annual tournament, August 28, at the Gatineau Golf and Country Club, was Ronald M. Smith of Canadian Overseas Telecommunication, Montreal. Mr. Smith, who led a field of 65 golfers with his 78, was presented with the C. P. Edwards Trophy by Pierre Joubert, President of the Department of Transport's Recreational Association.

Miss Anne Zinkhan proved herself to be the Department's top lady golfer, carding a 94. Other prize winners were: A. G. Argue, 79, Men's 2nd low gross; C. R. M. Wood, 81, Men's 3rd low gross; W. Gadzoz, 69, Men's low net; C. R. M. Wood, 71, Men's 2nd low net; T. Bryson, 72, Men's 3rd low net; Miss L. Eadie, 119, Ladies 2nd low gross; Mrs. V. Vick, 69, Ladies low net.

